

Department of Transportation Services (DTS)
Transportation Mobility Division Title VI Program
Service Equity Analysis Report
Peak Express Route: Route 94 Villages of Kapolei-Kaupea Express
Route 102 Villages of Kapolei Express

Introduction

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. DTS' 2019 Public Transit Title VI Program identifies the policies and procedures used to determine whether service change proposals are considered "major" and to evaluate the impact of major service changes on minority (TVI) and low income (EJ) populations.

Route 94 service area: Kapolei, Central Business District (CBD), University of Hawaii at Manoa (UHM)
Route 102 service area: Kapolei, CBD.

Based on the "Eliminating Route Segments" criteria, the proposed changes to Routes 94 and 102 are considered a "major" service change requiring a Service Equity Analysis.

Major Service Change Criteria

"Eliminating route segments when the affected ridership of the eliminated segment exceeds 10% of the route's total ridership."

<u>Annual ridership FY 2020:</u>	
Route 94:	17,233
Eliminated segments:	6,058
Affected ridership:	35%
Route 102:	28,732
Eliminated segments:	6,091
Affected ridership:	21%

Background

As Honolulu's "second" city, Kapolei's phased development of former agriculture lands is ongoing. Routes 94 and 102 were created many years ago to serve the initial phases of the residential and business developments. Over the years, both routes became redundant and circuitous when they were extended to serve new developments over existing roadways since the new arterial roadways were also built in phases and segmented.

The proposed modifications to the Kapolei Express Routes 94 and 102 will provide:

- More direct routing and shortened travel times along the new arterial roadways.
- Improved connectivity between subdivisions and less redundant service.
- New service areas:
 - Kapolei Transit Center
 - Mehana at Kapolei
 - Kanehili Homestead
 - Future East Kapolei and UH West Oahu Rail Stations

Proposed Changes

The proposal restructures Peak Express Routes 94 (Villages of Kapolei/Kaupea Express) and 102 (Villages of Kapolei Express), and renames Route 102 to Route 95 to align with a newly developed route numbering convention based on geographic location. Restructured Route 94 (Villages of Kapolei Express) will provide service to the mauka side of Kapolei and restructured Route 95 (Kapolei Homesteads Express) will provide service to the makai side of Kapolei. Existing service from Routes 94 and 102 will be redistributed to the restructured routes, and includes the elimination of various route segments, however these areas are still within walking distance to a bus stop serviced by Routes 94 or 95. Route 94 service to UHM will be discontinued and riders can transfer to Routes 4 or A in the CBD.

Restructured Route 94: Villages of Kapolei Express

- Services the mauka section in the Villages of Kapolei.
- New service segments: Kowelo Ave (Rte 102),
- Service segments transferred to Route 95: Kaupea Homestead
- Discontinued segments: UHM
- Utilizes Kualakai Pkwy to access the freeway.

Restructured Route 95 Kapolei Homesteads Express (formerly 102)

- Services the makai section in the Villages of Kapolei.
- New service segments: Kaupea Homestead (Rte 94), Mehana at Kapolei, Kanehili Homestead, future East Kapolei/UH West Oahu Rail Stations.
- Service segments transferred to Route 94:
- Utilizes Kualakai Pkwy to access the freeway.

Public Outreach Activities

Public outreach and participation are important components when planning service changes. Riders/public are encouraged to provide comments and suggestions via email, phone call, voicemail, and the website portal. Point of contact information is provided on all notifications to provide the public with various options to voice their comments. To elicit feedback on the proposed changes, the following outreach methods are utilized.

- Notification email and copies of Rider Notices to Honolulu City Council Members whose districts are affected by the proposals and the Transportation Committee Chair.

- Notification email and copies of Rider Notices to the Neighborhood Boards affected by the proposals. (Presentation to be made upon request)
- Onboard in-person interaction with riders on the proposed changes.
- Media Notifications by DTS Public Information Specialist. (i.e. Press Release, Twitter, Instagram).
- Rider Notices posted at affected bus stops along affected routes.
- Onboard notification and distribution of Rider Notices by bus operators of affected routes.
- Distribution of Rider Notices to selected developments, businesses, facilities, residents, etc. affected by the proposals.
- Notifications on TheBus.org website and linked to the DTS website.
- Notification email and copies of Rider Notices are provided to the Department of Human Services/Division of Vocational Rehabilitation/Hoopono Services for the Blind for distribution and are in a format on the website to use low sight features.
- Informational material on the website are available in a format to use the translation feature. Translation of notices into a required language(s) will be provided on request, unless the service area's neighborhood board/bus drivers indicate that translated notices are needed for the limited English population.

Title VI Policies and Definitions

Major Service Change Policy: All “major” service changes require a Service Equity Analysis for Title VI purposes during the planning process and prior to implementation.

Disparate Impact Policy: DTS determines the occurrence of a disparate impact when adverse effects of a major service change disproportionately affect minority populations by more than 10% based on the difference between the proportion of the total minority and non-minority populations in the total service area and the proportion of the affected minority and non-minority populations within the affected service area, a ½ mile radius of the route.

Disproportionate Burden Policy: DTS determines the occurrence of a disproportionate burden when adverse effects of a major service change disproportionately affect low income populations by more than 10% based on the difference between the proportion of the total low income and non-low income populations in the total service area and the proportion of the affected low income and non-low income populations within the affected service area, a ½ mile radius of the route.

Analysis Framework

Methodology: Population data using Census block groups were used to determine:

- Minority/non-minority and low income/non-low income proportion of the total service area population in the Census block groups served by Routes 94 & 102.
- Minority/non-minority and low income/non-low income proportion of the affected service area population located within a ½ mile radius of Routes 94 & 95 (102).

The differences between the minority proportions and low income proportions were calculated to determine disparate impact on minority populations and disproportionate burden on low income populations. Differences exceeding 10% indicate that the major service change affected minority populations disparately and low income populations disproportionately.

Data Tables:

Table 1: Census Block Group Minority Populations – Existing Routes 94 & 102

Route	Total Service Area			Affected Service Area			% Difference Total-Affected Service Areas	Disparate Impact >10%
	Affected Population	Minority Population	% Minority	Affected Population	Minority Population	% Minority		
94	179,010	153,025	85.5%	30,098	24,972	83%	2.5%	No
102	180,195	158,409	87.9%	39,688	34,978	88.1%	0.2%	No

Table 2: Census Block Group Low Income Populations–Existing Routes 94 & 102

Route	Total Service Area			Affected Service Area			% Difference Total-Affected Service Areas	Disparate Impact >10%
	Affected Population	Low Income Population	% Low Income	Affected Population	Low Income Population	% Low Income		
94	179,010	14,562	8.1%	30,098	3,066	10.2%	2.1%	No
102	180,195	17,860	10%	39,688	5,805	14.6%	4.6%	No

Table 3: Census Block Group Minority Populations – Proposed Routes 94 & 95

Route	Total Service Area			Affected Service Area			% Difference Total-Affected Service Areas	Disparate Impact >10%
	Affected Population	Minority Population	% Minority	Affected Population	Minority Population	% Minority		
94	182,171	159,974	87.8%	40,239	35,467	88.1%	0.3%	No
95	150,727	132,800	88.1%	35,237	31,176	88.5%	0.4%	No

Table 4: Census Block Group Low Income Populations–Proposed Routes 94 & 95

Route	Total Service Area			Affected Service Area			% Difference Total-Affected Service Areas	Disparate Impact >10%
	Affected Population	Low Income Population	% Low Income	Affected Population	Low Income Population	% Low Income		
94	182,171	18,276	10%	40,239	5,823	14.5%	4.5%	No
95	150,727	18,013	12%	35,537	5,634	16%	4%	No

Assessing Impacts

Disparate Impact: The minority Census block group populations for total service and affected service areas of the existing Routes 94 and 102 are shown in Table 1 above and Table 3 shows the minority Census block group populations for total service and affected service areas of the proposed Routes 94 and 95 (renamed Route 102). The

effects of the service changes do not exceed the disparate impact policy threshold of 10%.

Existing Route 94: The minority population in the affected service area is 2.5% less than the minority population in the total service area.

Existing Route 102: The minority population in the affected service area is 0.2% more than the minority population in the total service area.

Proposed Route 94: The minority population in the affected service area is 0.3% more than the minority population in the total service area.

Proposed Route 95 (102): The minority population in the affected service area is 0.4% more than the minority population in the total service area.

Disproportionate Burden: The low income Census block group populations for total service and affected service areas of the existing Routes 94 and 102 are shown in Table 2 above and Table 4 shows the low income Census block group populations for total service and affected service areas of the proposed Routes 94 and 95. The effects of the service changes do not exceed the disproportionate burden policy threshold of 10%.

Existing Route 94: The low income population in the affected service area is 2.1% more than the low income population in the total service area.

Existing Route 102: The low income population in the affected service area is 4.6% more than the low income population in the total service area.

Proposed Route 94: The low income population in the affected service area is 4.5% more than the low income population in the total service area.

Proposed Route 95 (102): The low income population in the affected service area is 4% more than the low income population in the total service area.

Service Equity Analysis

Based on the thresholds established in the Major Service & Fare Change Policy and Disparate Impact & Disproportionate Burden Policies, the proposed service changes do not disproportionately affect minority and low income populations, and can be implemented as proposed.

The proposed changes will improve service efficiency/travel times, extend service to new developments, and provide future connection to rail by updating/streamlining peak express routing in Kapolei along the current roadway network.